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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT NO.		50X1
SUBJECT	Railroad Stations and Classification Yards in Brno, Horni Herspice and Ceske Budejovice	DATE DISTR.	26 October 1955	
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50X1

CONFIDENTIALREPORT NO.

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COUNTRY Czechoslovakia

DATE DISTR. 22 Sept. 1955

SUBJECT Railroad Stations and Classification
Yards in Brno, Horni Herspice and Ceske
Budejovice

NO. OF PAGES 8

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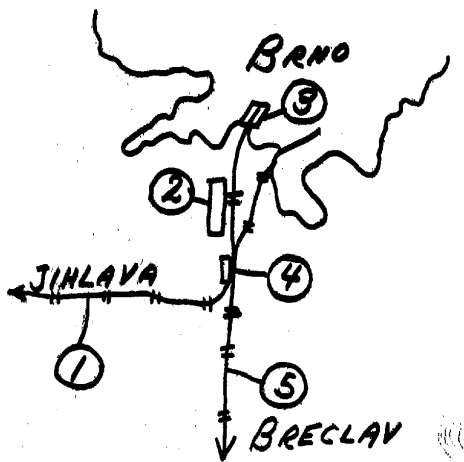
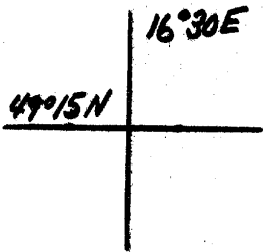
SOURCE

Reference is made to page 2, overlay on GSGS 4416, Sheet V-11, HODONIN, on which source identified the following points:

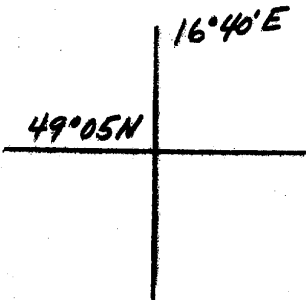
1. Double track railroad to Jihlava. Source stated that this line was double track from Brno to Ceske Budejovice. There were about 15 passenger trains and six freight trains in each direction daily. The peak of passenger traffic was between 0600 - 1200 and 1600 - 2000 hours.
2. Freight station in Brno. (See page 4, this report.)
3. Brno passenger station. (See page 4, this report.)
4. Passenger station in Horni Herspice. (See page 4, this report.)
5. Double track railroad to Breclav.

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Overlay on GSGS 4416
Sheet V-11
HODONIN



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Reference is made to page 4, memory sketch of the passenger and freight stations in Brno and Horni Herspice, on which source identified the following points:

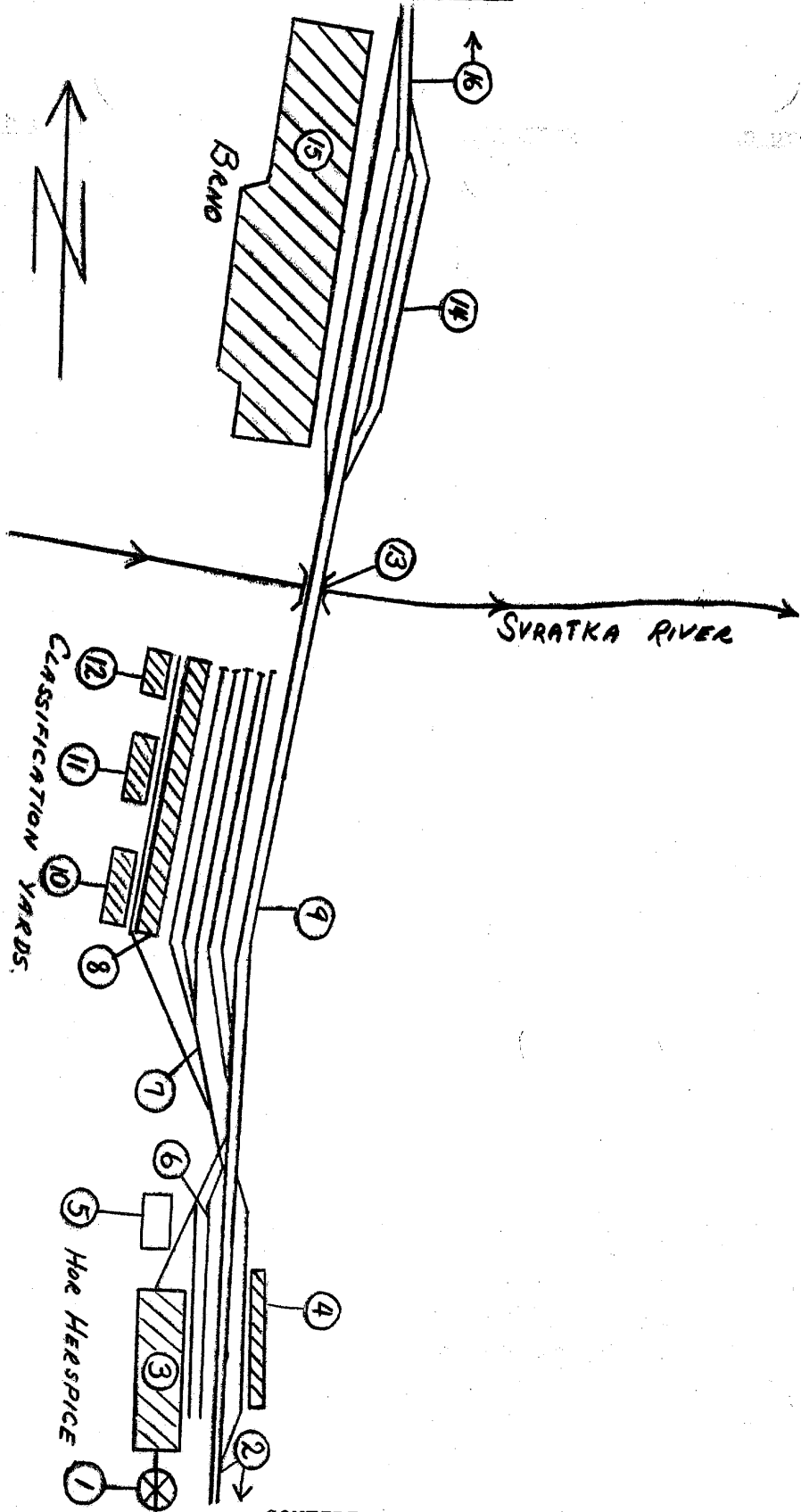
1. Turntable, diameter 15 m.
2. Double track railroad to Breclav and to Jihlava. Heavy traffic.
3. Locomotive repair shop, single-story brick construction, 50 x 20 x 15 m., low gable roof covered with sheet iron. There were always 30 - 35 locomotives in this area. Source believed that about six locomotives could be repaired at one time. Locomotives from Brno were serviced and repaired here.
4. Coal bunker, concrete construction, 30 x 4 x 5 m. This bunker was used only for quick and minor locomotive coal service.
5. Passenger railroad station in Horni Herspice. Three-story brick construction, 40 x 25 m., gable roof covered with tile. Railroad offices and waiting rooms were located in this building.
6. Five railroad tracks. The first track from the east was the locomotive servicing track. The next two tracks were the main through-tracks, and the last two tracks were general purpose tracks. The length of this track stretch was about 100 m. Source believed that all switches at this station were operated manually.
7. Classification yards and freight station in Brno. These yards were constructed in 1950 - 1951. The length of the yards was about 1.5 km. There were always 120 - 130 freight cars in the yards. Source believed that freight trains were classified and assembled there. All freight cars seen by source were two-axle cars. Source stated that there was always heavy traffic at this station.
8. Coal bunker, concrete construction, 1 km. x 4 m. x 5 m. Coal was loaded directly into the locomotive through a coal chute arrangement. There were partitions for different types of coal.
9. Two tracks. These were the main through-tracks.
10. Freight storehouse, barrack type wood construction, 25 x 10 x 6 m., low gable roof covered with tarpaper. There was a one-meter-high and two-meter-wide ramp for loading and unloading purposes in front of this building.
11. Freight storehouse. (See point 10, above.)
12. Freight storehouse. (See point 10, above.)
13. Railroad bridge, steel construction, 30 x 9 m., constructed in 1948 - 1949, single supported span construction. The old bridge was destroyed in 1943 and a temporary bridge was used until 1948. This bridge was not guarded.
14. Five through-tracks, both passenger and freight, at the railroad station in Brno. All five tracks were utilized by the passenger and freight trains. Source believed that about 150 passenger and freight trains passed this station daily.
15. Passenger railroad station in Brno, three-story brick construction, 600 x 20 m., flat roof. All railroad offices and waiting rooms were located in this building. The entrance to the platforms was through underground tunnels.
16. Double track railroad to Prague.

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Memory Sketch of the Classification Yards and Passenger Stations in Brno and Horni Hespice



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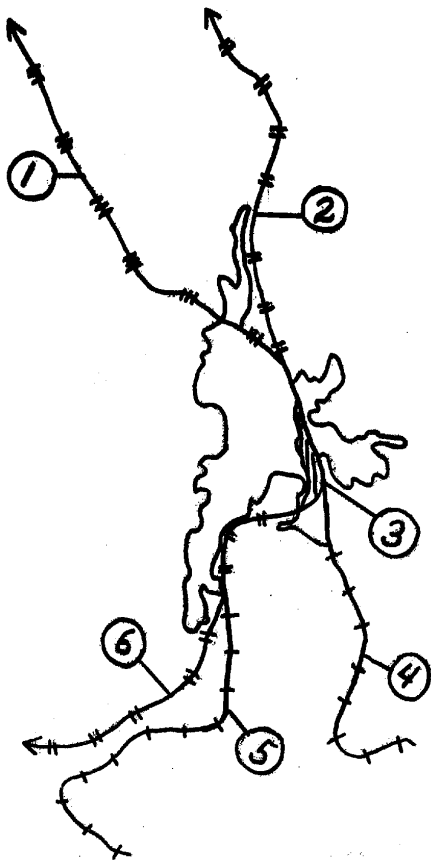
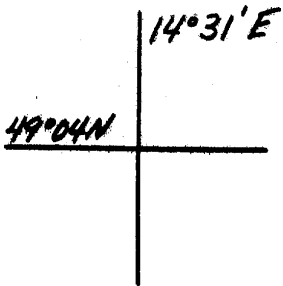
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Reference is made to page 6, overlay on US Target Complex Chart - Series 100, 0231-9940-100, CESKE BUDEJOVICE, on which source identified the following points:

1. Railroad tracks to Prague. Source stated that there were at least three tracks running from Ceske Budejovice to Prague. There were about 18 passenger trains and seven freight trains in each direction daily. The peak of passenger traffic was between 0600 - 1200 and 1600 - 2000 hours.
2. Double track railroad to Jihlava. (See point 1, page 2, this report.)
3. Passenger and freight stations in Ceske Budejovice. (See page 8, this report.)
4. Railroad track; details unknown to source.
5. Railroad track; details unknown to source.
6. Double track railroad; this line was double track from Ceske Budejovice to Kajov (N 48-49, E 14-15) and single track from Kajov to Volary (N 48-55, E 13-53). There were about 12 diesel powered trains with two cars in each direction daily. Freight traffic was very light; only timber transports.

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$14^{\circ}22'E$

$48^{\circ}55'N$

Overlay on US Target
Complex Chart - Series 100
0231-9940-100
CESKE BUDEJOVICE

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50X1

Reference is made to page 8, memory sketch of the passenger and freight station in Ceske Budejovice, on which source identified the following points:

1. Railroad station building (Wilsonovo nadrazi), single-story brick construction, 100 x 40 x 15 m., flat roof. All railroad offices and waiting rooms were located in this building. The entrance to the platform was through underground tunnels.
2. Locomotive servicing track. Coal bunkers and water supply points were located along this track. There were always two or three locomotives on this track.
3. Six railroad tracks. All these tracks were utilized for through-traffic as well as passenger train stops. There were four or five passenger platforms at the station. About 120 passenger trains arrived and departed daily from this station. The trains to Prague and Brno carried many passengers, while the trains south had considerably fewer.
4. Viaduct under the railroad tracks. Concrete construction, 100 x 20 x 4 m. The cobblestone street through the viaduct was for vehicular and passenger traffic.
5. Freight station and classification yards. There were six or seven tracks. Source stated that almost always all the tracks were occupied by freight trains. Generally, he observed timber and agricultural machinery. No freight loading or unloading was observed by source. Source believed that freight trains arriving here brought raw materials for plants in the area. He stated that almost all plants had railroad tracks coming into this station. Trains were classified and assembled at this station. Details concerning freight through-traffic were unknown to source.
6. Double track railroad leading to Kajov and two other destinations unknown to source. For further information concerning the tracks to Kajov, see point 6, page 6, this report.

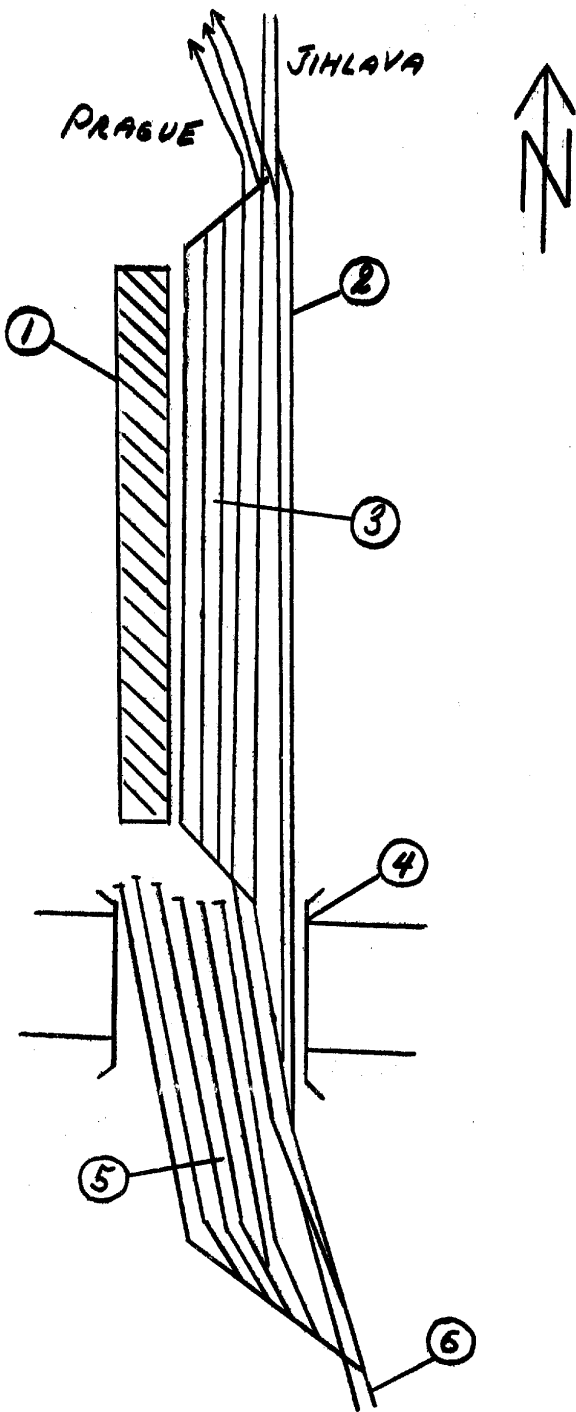
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Memory Sketch of the Passenger and Freight Stations in Ceske Budejovice



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